

Milpitas Transit Area Specific Plan and EIR

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Milpitas Transit Area
Specific Plan and EIR



Vision

- Create attractive high density urban neighborhoods with a mix of land uses around the light rail stations and future BART station in Milpitas.
- Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit.
- Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each subdistrict.

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Milpitas Transit Area Concept Plan



ADOPTED APRIL 2005

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Planning Process

- Concept Plan: November 2004 – May 2005
- Transit Area Specific Plan and EIR: August 2005 – November 2007
 - Eight Public Workshops
 - Planning Commission Meeting
 - Five City Council Meetings
 - Meetings with Public Agencies
 - Meetings with Stakeholders

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Milpitas Transit Area Specific Plan and Environmental Impact Report



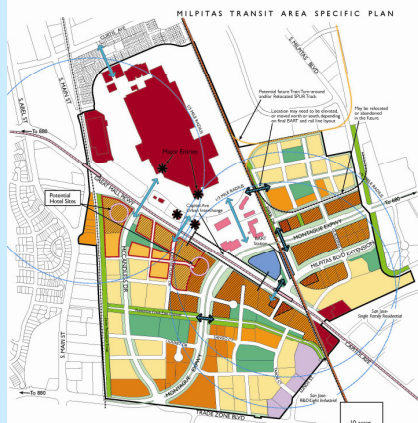
- Contact Scott Gregory, Contract Planner, care of Veronica Bejines, Planning Div.
- View documents: City Website, City Hall, Library
- Comments Due December 21, 2007

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Milpitas Transit Area Specific Plan

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Land Use and Density

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	Shopping Center Retail
	Retail Mixed Use Community and Regional Retail: Hotels, Office, Minimum FAR of 1.0 up to 2.5 may be permitted on individual sites.
	Boulevard Very High Density Mixed Use Permitted uses include Residential, Office, Commercial and Medical uses Minimum gross density of 1.0 FAR up to 1.5 maximum gross FAR, an FAR of 0.5 may be permitted on individual sites. 4-12 stories. Residential use shall have 40 units/minimum average gross density/40 units/maximum average gross density.
	Residential - Retail High Density Mixed Use Residential, office, and/or hotel use, along ground floor retail and restaurants, 200 sq. ft. of retail or restaurant use required for every 1000 sq. ft. of residential or office use. Residential density: 21 units/minimum average gross density/40 units/maximum average gross density/4-12 stories.
	Very High Density Transit Oriented Residential 41 units/minimum average gross density/60 units/maximum average gross density; 4-6 stories; gross densities of individual projects may be <41 or >60, provided that area development complies with average gross density; small local-serving retail, office, and livework permitted at ground floor.
	High Density Transit Oriented Residential 21 units/minimum average gross density/40 units/maximum average gross density; 3-5 stories; gross densities of individual projects may be <21 or >40, provided that area development complies with average gross density; residential uses only.
	Transit Facilities Underlying zoning to be Boulevard Very High Density Mixed Use if transit facilities are not built on this site.
	Light Industrial/R & D
	Parks/Plazas/Community Facilities
	Linear Park and Trails
	Landsaped Front Yards and Buffers
	Neighborhood Retail Locations 5000 sq. ft. of local serving retail required on the ground floor.
	Density Bonus Increased density permitted on sites within 1/4 mile of BART and close to light rail.

Land Use and Density

Table 3-1: Land Use Classifications

	Land Use	Minimum Density	Maximum Density	Density Bonus: Max. Density	Building Height	Ground Floor Uses	Other Provisions
Boulevard Very High Density Mixed Use	Residential, Office, Commercial, Hotel, Medical	1.0 FAR or 41 du/ac	1.5 FAR or 60 du/ac	1.88 FAR or 75 du/ac	12 stories, up to 20 stories permitted with use permit		2.5 FAR possible on individual sites with use permit.
Residential - Retail High Density Mixed Use	Residential, Office, Commercial, Hotel	31 du/ac or 1.5 FAR for office. No density limit for hotels	40 du/ac or 1.5 FAR for office. No density limit for hotels	1.88 FAR or 50 du/ac	3 to 6 stories, 75 feet max; 12 stories on exteriors	Retail, restaurants, and pedestrian-oriented services required.	200 SF of commercial space for retail, restaurants, and services required for every 1,000 SF of residential or office. 2.5 FAR possible on individual sites with use permit.
Very High Density Transit-Oriented Residential	Residential, Office, Neighborhood Commercial, (ground floor only), Live/Work	41 du/ac	60 du/ac	75 du/ac	4 to 6 stories, 75 feet max; taller with use permit	Local serving retail, restaurants, and services allowed	
High Density Transit-Oriented Residential	Residential, Live/Work	21 du/ac	40 du/ac		3 to 5 stories, 60 feet max		

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Projected Amount of New Development

- **Residential: 6440 – 9358 Units**
 - Planning Assumption: 7100 Units
 - Planning Assumption: 18,000 People
- **Office: 838,000 to 1,370,000 sq. ft.**
 - Planning Assumption: 1,000,000 sq. ft.
- **Retail: 280,000 to 357,000 sq. ft.**
 - Planning Assumption: 287,000 sq. ft.
- **Hotel: 350 Rooms**

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Environmental Impact Report

- **Program EIR**
 - Analyzes the total development program
 - Development projects – Initial Study (Negative Declaration, Mitigated Neg. Dec., Supplemental EIR, Focused EIR)
- **Self-Mitigating**
 - No mitigation monitoring program.
 - All mitigations are policies in Specific Plan.
- **Review Period**
 - Ends December 21.
 - Final EIR likely in Spring 2008

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Significant Unavoidable Impacts

- **Traffic**
 - Decline in level of service to freeways, roadways, and 15 intersections.
 - Some impacts cannot be directly mitigated, including intersections outside of City's jurisdiction.
- **Air Quality**
 - Bay Area is in non-attainment of air quality standards.
- **Schools**
 - Milpitas Unified School District will need to provide a new school for increased student population.

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Issues Resolved by the Plan

- **Traffic**
 - Traffic impact fees will be required to pay for local intersection upgrades and regional improvements.
- **HazMat**
 - Significant groundwater contamination possible.
 - Human Health Risk Assessment and/or Risk Management Plan may be needed.
- **Noise and Vibration**
 - Insulation and setbacks required to counter impacts from roadways, freight trains, and BART.
- **Biological**
 - Policies to protect burrowing owls and raptors.

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Issues Resolved by the Plan (cont.)

- **Stormwater and Flooding**
 - Development must follow FEMA design rules.
 - Master Grading and Storm Drainage Plans for each sub-area (fees to cover costs.)
- **Water and Sewer**
 - Fees for upgrades to drinking water, recycled water, and wastewater systems.
 - Purchase of sewage treatment capacity if necessary.
 - Access to water and sewer is "first come, first serve."

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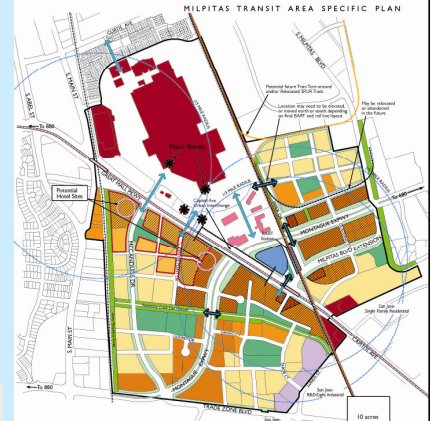
Next Steps

- Questions and Comments: Dialogue with Stakeholders and the Wider Community
- General Plan and Midtown Specific Plan Amendments and Zoning Text
- Comments on the EIR due Dec. 21, 2007
- Plan Adoption - Spring 2008
 - Final EIR
 - Financing Plan
 - General Plan / Specific Plan / Zoning Amendments

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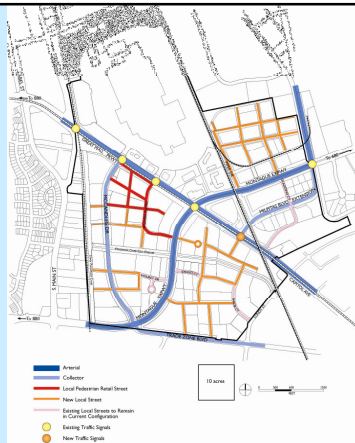
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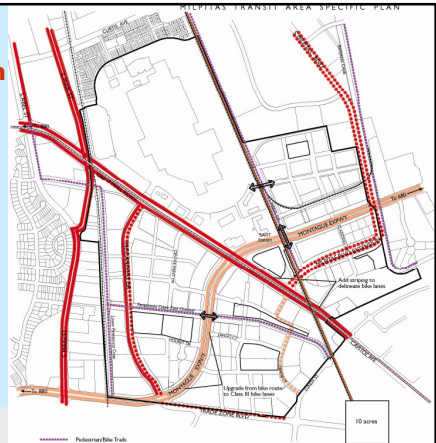
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Street System



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Bicycle Circulation Improvements



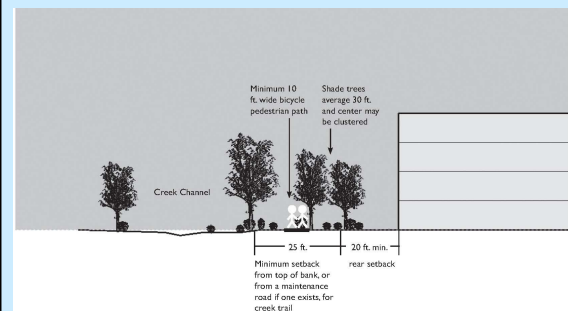
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Public Parks, Spaces, and Trails



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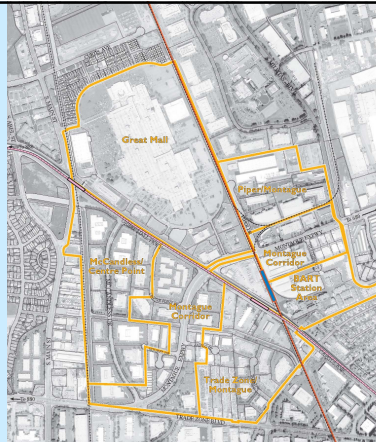
Creeks and Trails



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Subdistricts



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Montague Corridor



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Piper/Montague



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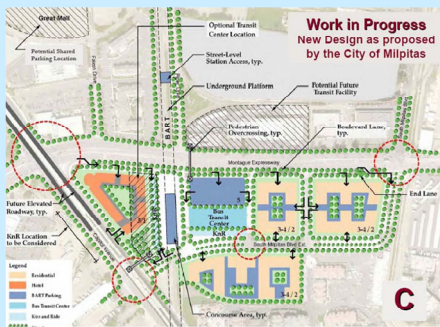
Options for Layout of BART Station Area



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Options for Layout of BART Station Area



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Residential



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Residential



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Retail



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Office



Santa Monica – Olympic Boulevard

San Francisco – Van Ness Boulevard

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Entertainment District



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Pleasant Hill

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Retail and Housing Mixed Use



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Bay Street, Emeryville

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Hotel/Retail Mixed Use



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Paseo Colorado, Pasadena, CA

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Paseo Colorado, Pasadena, CA

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Master Planned Mixed Use



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Bay Meadows, San Mateo

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Bay Meadows, San Mateo

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Development Standards – Chapter 5

- Street Design and Building to Street Relationships
- Zoning Regulations
- Design Guidelines
- Other Construction Standards

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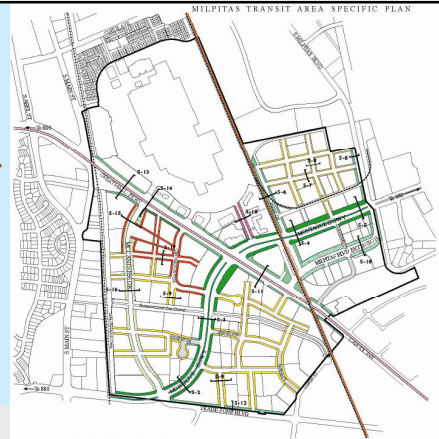
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Development Standards Table 5-1

Land Use Category	Residential - Retail High Density Mixed Use	Very High Density Transit Oriented Residential	High Density Transit Oriented Residential
Proposed Zoning District	MDX-1/TOD	MDX-2/TOD	RS-1/TOD
Zoning Ordinance Modification	Create a new MDX-2 district within the MDX-1 district for a mixed use development, not pedestrian oriented, and different densities than MDX-1.	Create a new MDX-2 district for a mixed use development, not pedestrian oriented, and different densities than MDX-1.	Modify RS-1 and TOD land uses. Add new RS (Urban Residential) zoning district.
Land Use and Other Special Requirements			
New Land Use Provisions	13 units permitted by right.	13 units permitted by right.	allow live/work, care and child care and large family day care centers by right.
Special Requirements		200 square feet of retail, restaurant, or pedestrian-oriented commercial required for every 1000 square feet of residential.	
Depth for Ground Floor Commercial Space	75' Typical; 60' Minimum	Minimum 1-2 small retail spaces with 25' depth permitted.	
Affordable Housing			
	Affordable housing units should be provided in all new housing projects. While twenty percent (20%) is the minimum goal, affordable unit requirements will be determined on a project by project basis, taking into consideration the site and location of the project, the type of housing with, proximity to transit and the mix of affordable units in the vicinity.		
Density - Block Size			
Density	41-60 du/gross acre Minimum FAR 1.0 Maximum 1.5 FAR, as FAR of 1.5 may be permitted on individual sites with a conditional use permit.	21-40 du/gross acre Minimum number of units to be reduced for existing parcels less than 20,000 sq. ft. with approval.	41-60 du/gross acre 21-40 du/gross acre
Density Bonus	Up to 25 percent density increase permitted on properties designated in the TASP for Density Bonus.		
Block Size	min 2.0 acres max 3.5 acres	min 2.0 acres max 3.5 acres	min 2.0 acres max 3.5 acres

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Street Design and Building to Street Relationships



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Montague Expressway

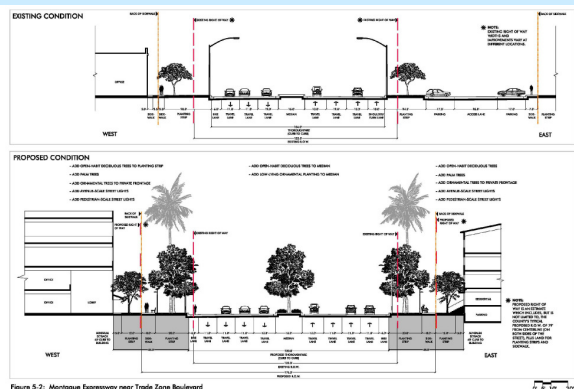


Figure 5-2: Montague Expressway near Trade Zone Boulevard

Local Streets

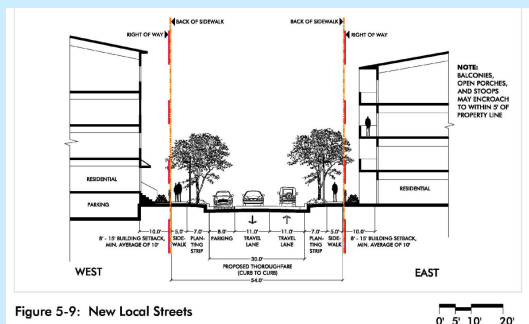
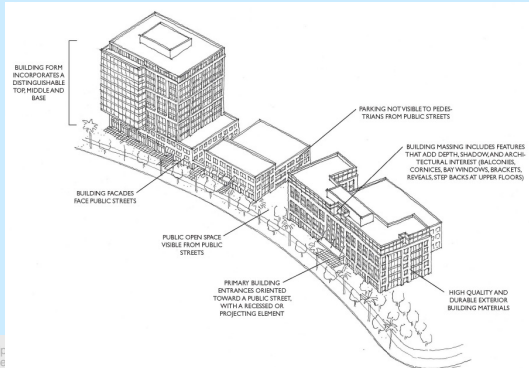


Figure 5-9: New Local Streets

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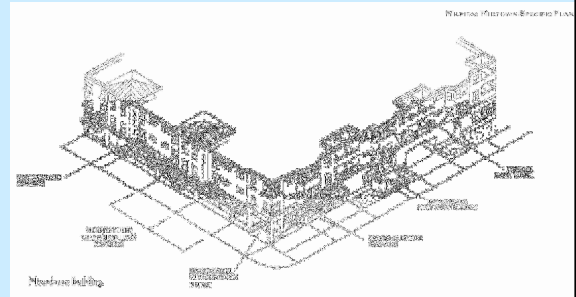
Boulevard Mixed Use



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ATIA

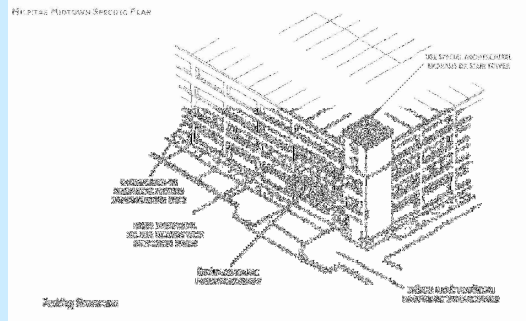
Mixed Use



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Parking Structures



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Other Construction Standards

- Green Building
- Noise/Vibration Insulation
- Construction Noise and Dust
- Relationship to Existing Industrial Uses
- Hazardous Materials Remediation
- Air Quality
- Habitat Protection
- Cultural Resources
- Storm Drainage
- Infrastructure Capacity

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Utilities and Public Facilities Needed to Implement the Plan

- Flooding and Storm Drainage
- Wastewater Collection and Treatment
- Water Supply and Distribution System
- Solid Waste Disposal
- Circulation Improvements – Auto, Pedestrian, Bike
- Streetscape Improvements
- Regional Roadway Improvements
- Parks, Public Spaces, and Trails
- Schools
- Childcare
- Public Safety Facilities – Police and Fire

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Implementation – City Work Program

- Zoning
- Capital Projects
- Construction Standards
- Economic Development
- Affordable Housing
- City Administration – Staffing, Funding, and Financing
- Development Fees and Financing Plan by EPS, by Spring 2008

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